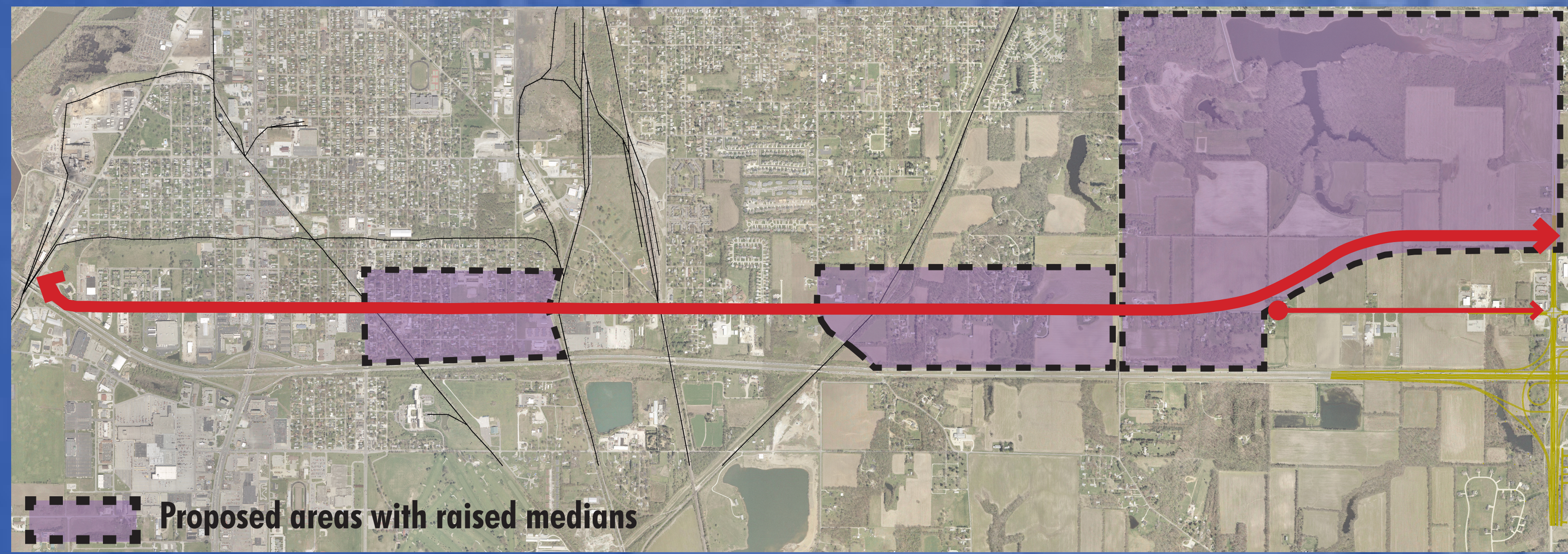


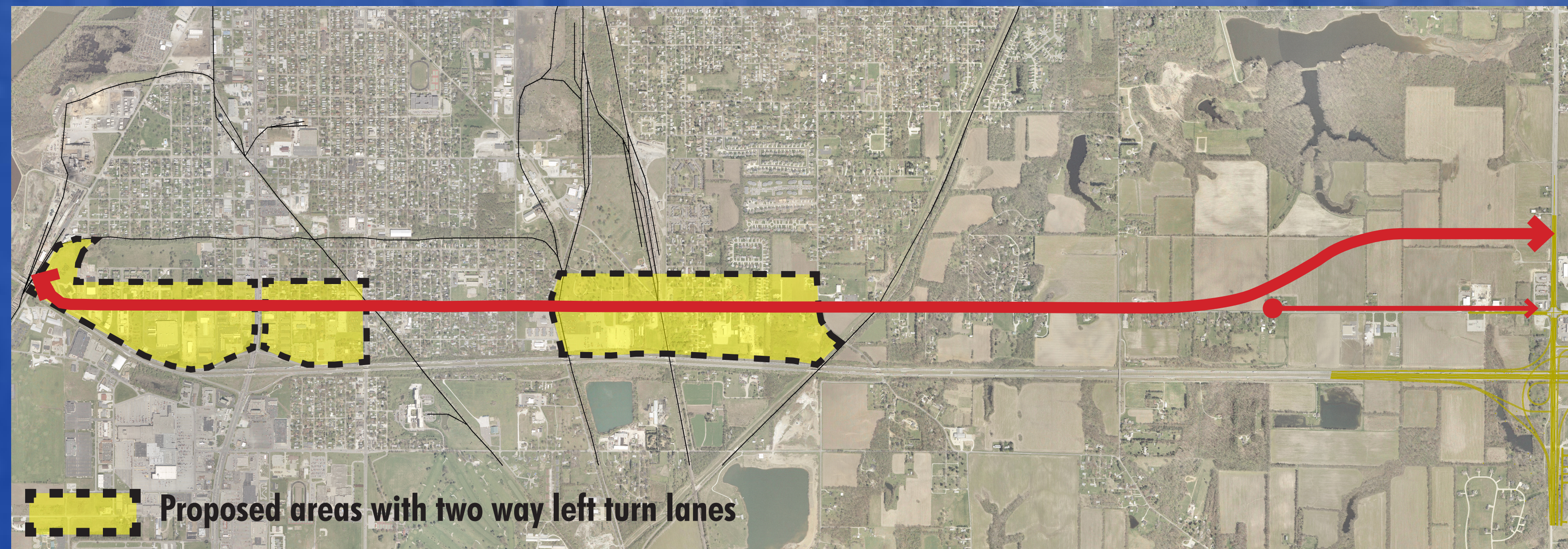
ACCESS MANAGEMENT ELEMENTS: RAISED MEDIANS

Raised Medians provide several positive traffic flow, safety and aesthetic benefits. They physically separate opposing traffic streams, and they limit the locations where conflicting movements can be made across those main traffic streams. Raised medians provide a location for the deceleration and storage of left turning vehicles that removes them from the through traffic stream. They provide a refuge for pedestrians crossing the street and a location for aesthetic enhancements along the street.



ACCESS MANAGEMENT ELEMENTS: TWO-WAY LEFT TURN LANES

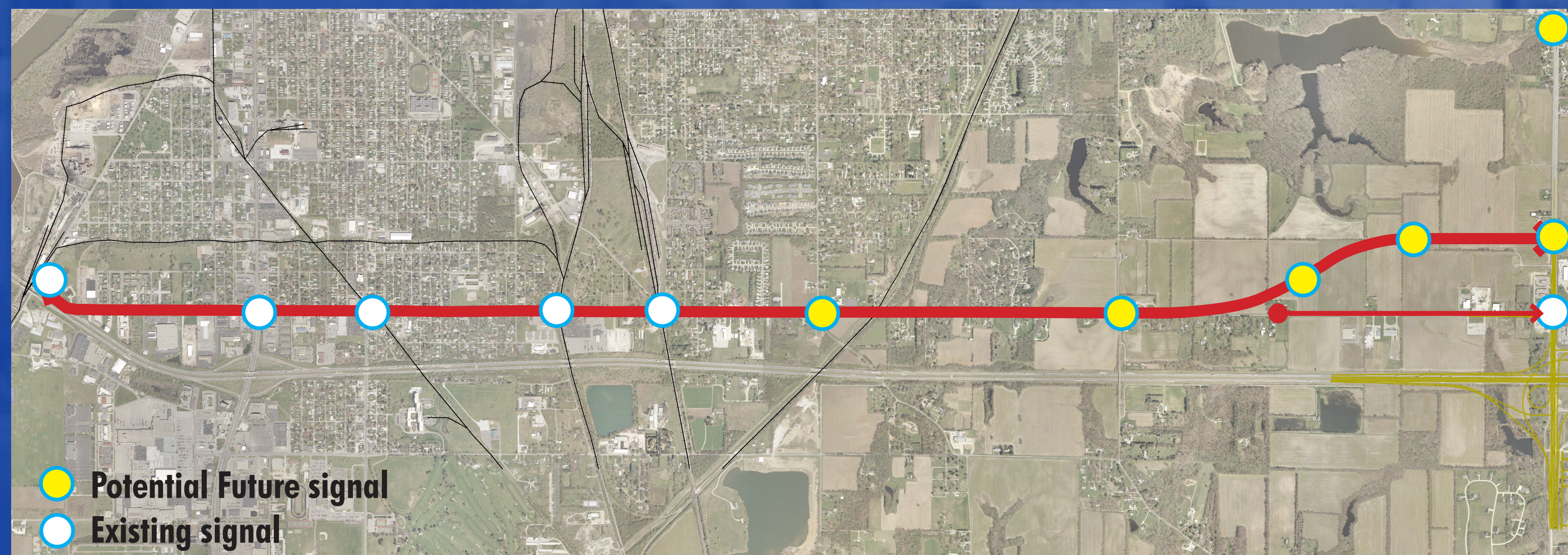
Continuous Two-Way Left Turn Lanes (TWLTL) also provide traffic flow and safety benefits. Like raised medians, these lanes provide a location for left turning vehicles to decelerate and maneuver separate from the through traffic stream. TWLTL do not provide the same traffic operations benefits that raised medians provide, and they do not discourage strip development with closely spaced driveways. Nor do they provide areas for pedestrian refuge or aesthetic treatments. However, a TWLTL is an appropriate method of improving traffic flow and traffic safety in areas where numerous existing driveways must be maintained.



ACCESS MANAGEMENT ELEMENTS: SIGNALIZED INTERSECTION SPACING

Signalized intersections often determine the level of service and quality of overall roadway operations. Signals are usually the most capacity constrained points on a road. Where intersections are spaced a mile apart or less, roadway capacity is directly related to how well the traffic signals operate as a system.

It is recommended that signalized intersections along Margaret Avenue be spaced no closer than 1/3 mile apart. Spacing of 1/2 mile is preferred where it can be achieved. This includes new signalized intersections to serve anticipated development between Fruitridge Avenue and SR 46. Additional or alternate traffic signal locations can be implemented, as long as the spacing recommendations are not violated.



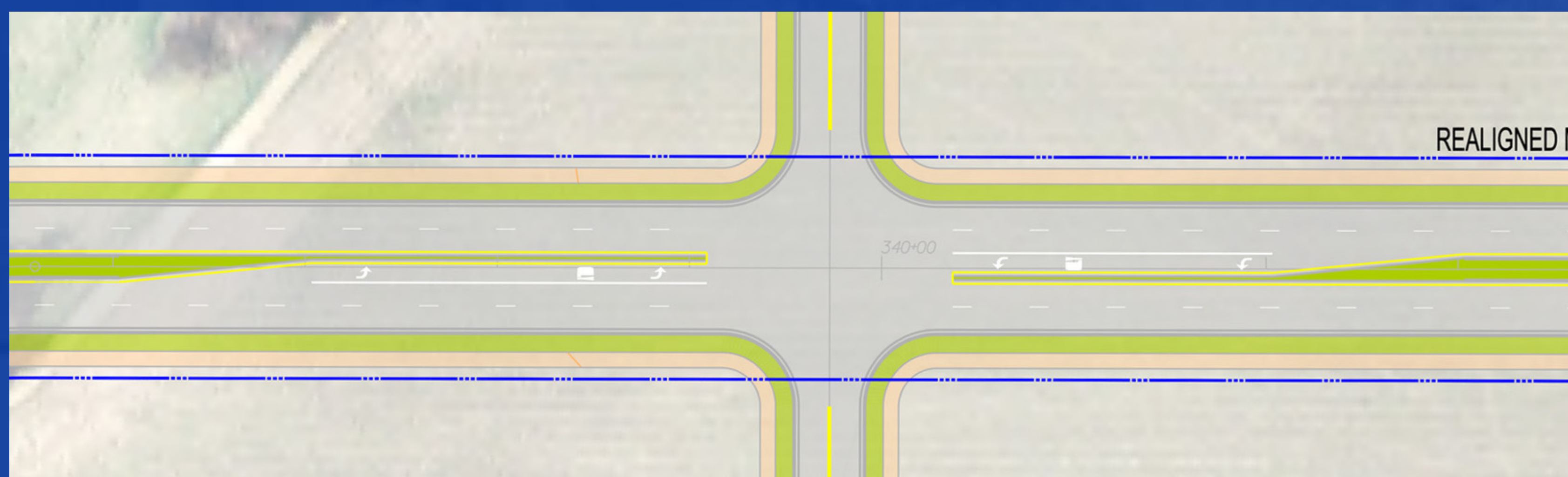
ACCESS MANAGEMENT ELEMENTS: UNSIGNALIZED ACCESS SPACING

In order to maintain the integrity of overall operations on Margaret Avenue, signalized intersections should be allowed only where they allow for satisfactory two-way traffic progression. If other access points are allowed, crossing of the median should not be allowed and the intersections should not be signalized. All access points should be spaced sufficiently to maintain traffic flow and safety Margaret Avenue. In most cases, major new developments should only be allowed to access Margaret Avenue at public roadways that intersect at locations appropriate for traffic signals. Although some access points will not require signalization when constructed, it would be prudent to assume that any access point with a median cut might someday be signalized. Each request for access should be accordingly.



ACCESS MANAGEMENT ELEMENTS: AUXILIARY LANES

Left and right turn lanes at intersections and driveways provide important safety and capacity benefits. These lanes allow vehicles to decelerate and queue for turning maneuvers outside of the through travel lanes. The requirements for left and right turn lanes at the major intersections along Margaret Avenue have been established in this study. These lanes and their proposed lengths are shown in the preliminary drawings. As new development occurs in the Margaret Avenue corridor, the requirements for auxiliary lanes at driveways and intersections should be evaluated in traffic impact studies.



ACCESS MANAGEMENT ELEMENTS: DRIVEWAY DESIGN STANDARDS

Driveway design standards should be adopted that provide appropriate tapers to accommodate the vehicles being served. These requirements should be established by ordinance. Driveways should also be designed to safely accommodate crossing pedestrians and cyclists.

